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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Kaluzhskaya Oblast)	REPORT NO.		50X1
SUBJECT	Soviet Airfield near Borovsk	DATE DISTR.	15 November 1955	
		NO. OF PAGES	6	
DATE OF INFO.		REQUIREMENT NO.	RD	50X1
PLACE ACQUIRED		REFERENCES		
DATE ACQUIRED				50X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Empty box for source evaluations and appraisals.

Comment: Previous information, dated 1953, shows Borovsk airfield to be located at N55-13, E36-37. 50X1

3-02-0404 11/55
451 327N
754.2 327N
755.211 327N

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STATE	X #	ARMY	#X	NAVY	#X	AIR EV	#X	FBI	#	AEC							
(Note: Washington distribution indicated by "X"; File #)																	

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COUNTRY USSR (Kaluzhskaya Oblast)

DATE DISTR. 13 Oct. 1955

SUBJECT Soviet Airfield Near Borovsk

NO. OF PAGES 5

DATE OF INFORMATION

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PLACE ACQUIRED

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THIS IS UNEVALUATED INFORMATION

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I. IDENTIFICATION DATA:

See page 4, overlay on WAC 167, Scale 1:100,000, on which source identified:

1. BOROVSK CITY, population approximately 4000. The city was famous for its numerous churches.
2. ROAD, led to Medyn (5455N/3552E), 6m wide, partly asphalt and partly gravel.
3. ROAD, led to Vereya (5521N/3611E), approximately 4m wide, gravel.
4. VEREYA CITY, population approximately 5000. Source stated that it had neither industrial nor military installations.
5. ROAD, led to VEREYA, approximately 6m wide, gravel; this road was used very seldom.
6. ROAD, led to Naro-Fominsk (5523N/3644E), approximately 6m wide, gravel, telephone lines along the east side.
7. RR LINE, Soviet Standard Gauge, double track; line led from Moscow south to Kaluga (5430N/3618E).
8. ROAD, led to Balabanovo (5512N/3639E), 6m wide, gravel. This road was used mostly by the Soviet Air Force personnel stationed on the airfield.
9. AIRFIELD. See Part III, site layout.
10. ROAD, led to Naro-Fominsk, 9m wide, asphalt. Source stated that this road was under construction in 1953. In the future this road will be used mainly by Air Force personnel stationed on the airfield. This road was built by Soviet Army Engineers, unit unknown.

II. SITE LAYOUT:

See page 5, memory sketch of BOROVSK Airfield, on which source identified:

1. HANGARS, each 60x25x8m, wood construction; curved, tile covered roof. Source believed that aircraft maintenance was performed there because he saw sparks from the electrical welding machine.
2. BILLETTS, six (6) buildings, each 100x40x10m, stone, two storied, low pitch tile gable roof. According to source pilots and EM stationed on the field lived there. Each building could accommodate 36 men.
3. MOBILE RADAR VANS, three (3). Source was unable to describe them in detail, because he observed them from a great distance, although he stated that two radar screens were rotating at all times.
4. LANDING STRIP, approximately 2500-3000m long and 100-150m wide, gravel and clay packed surface. Source stated that landing area could be extended to the north. He observed MIG-15 type aircraft using landing strip.
5. AIRCRAFT PARKING AREA, source was unable to supply the dimensions, but he stated that approximately 100-120 aircraft were parked there, mostly MIG-15 type and IL-28.
6. WOODED AREA, approximately 1x1km.
7. A, B, C, D SEARCHLIGHTS, approximately 1m in diameter mounted on the ground. Source never saw them in operation, but he believes that they must be used for illumination of the airfield at night.

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III. ADDITIONAL AIRFIELD INFORMATION:

Source was unable to give information regarding refueling methods, weapons and ammunition storage, or maintenance performed in hangar or parking areas.

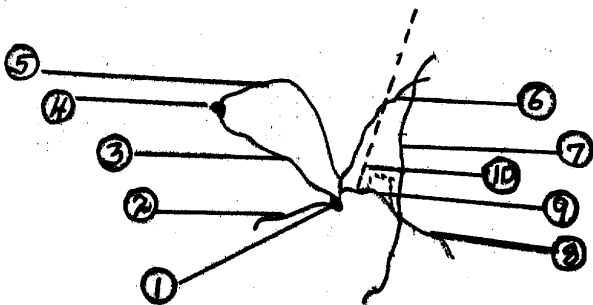
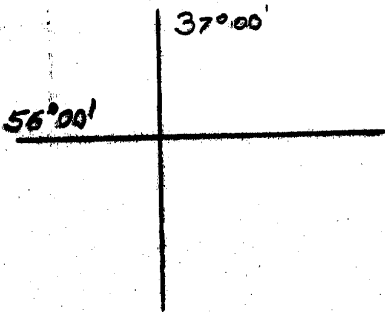
The airfield, according to source, had no AAA gun positions, air raid shelters, or camouflaged installations. Source firmly stated that there were no runway lights, boundary lights or obstruction lights.

Source observed that the vertical stabilizer on the MIG-15 type aircraft was painted with red and white strips.

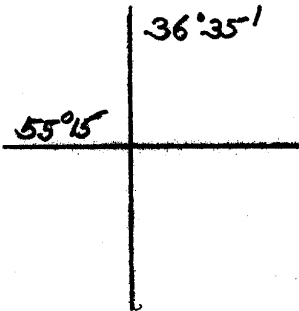
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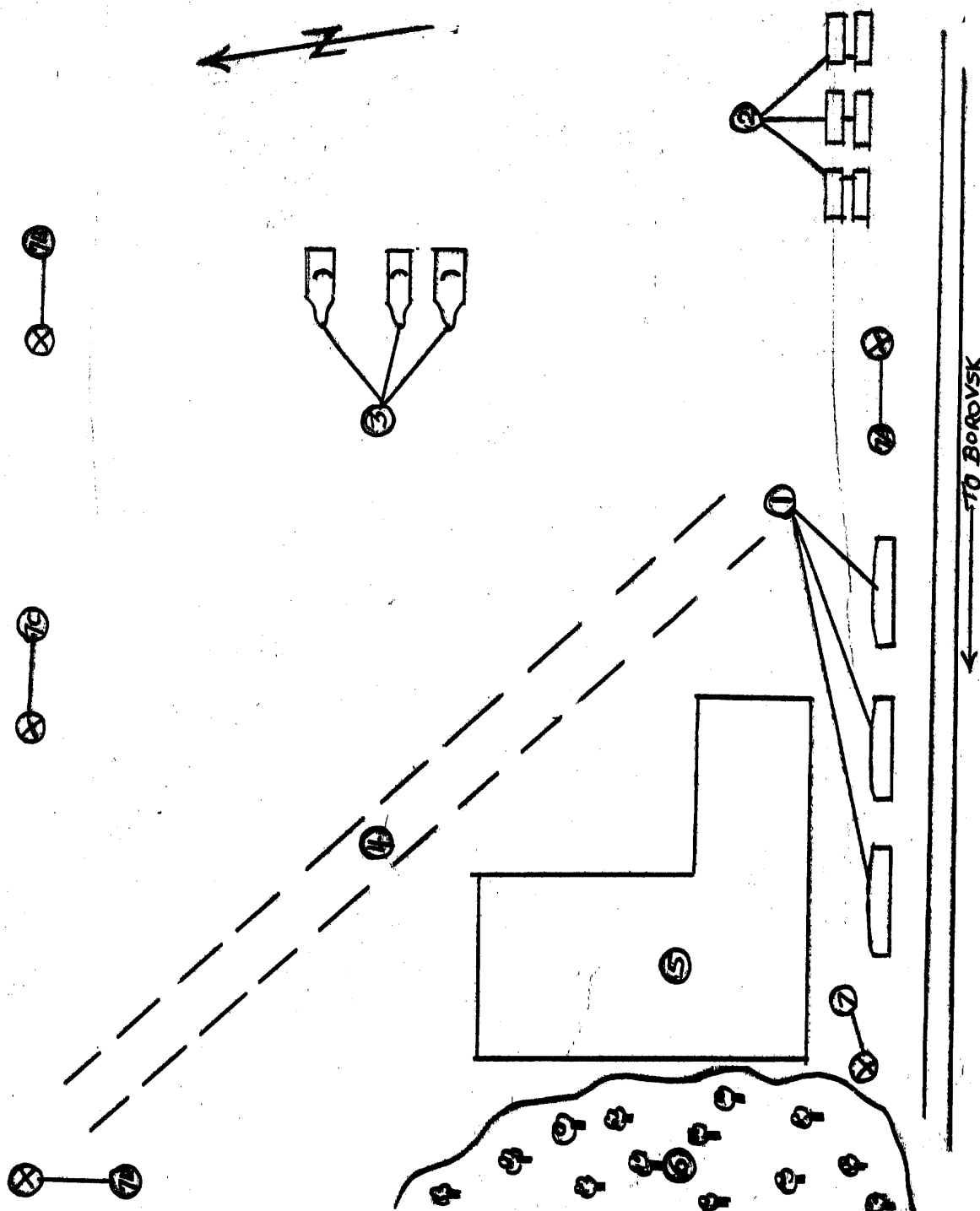


Overlay on WAC 167, Scale 1:100 000
Pinpoint location of BOROVSKE AIRFIELD



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